

# LOAN DOCUMENT

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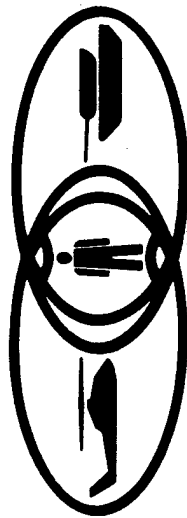
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**U.S. ARMY SAFETY CENTER**

# **US Army Safety FY86 Progress Report**

## **FY86 Safety Progress Report**

### **SafeArmy 1990 Annual Accident Reduction Goals**

- **3% Reduction-Ground Accidents**
- **5% Reduction-Aviation Accidents**
- **3% Reduction-Civilian Injury Claims**

- Report on Army safety performance for FY 86 measured against SafeArmy 1990 accident reduction goals.

## **Improvement Over FY85**

- Conservation of lives and equipment
- Dollar savings
- Increased productivity

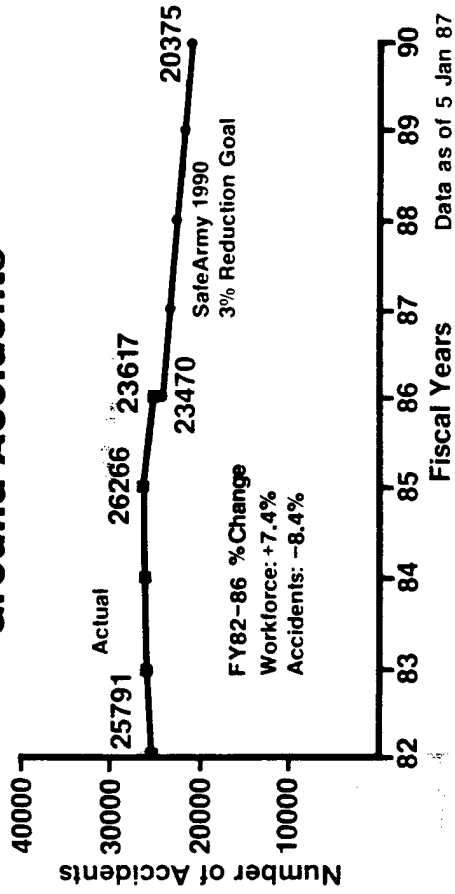
- Highlight FY 86 improvements over FY 85 in terms of resource conservation.

## **FY86 Safety Progress Report**

- ▶ • Ground Accidents
- Aviation Accidents
- Civilian Injury Claims
- Summary



## Armywide Ground Accidents



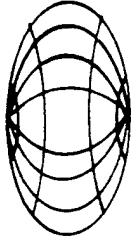
2649  
Fewer Accidents  
Than FY85

- . SA 90 goal required 10.6% reduction in ground accidents.
- . Achieved a 10.1% reduction.
- . Missed goal by only 147 accidents.

### **Four Major Sources of Ground Accidents**

- **Personnel Injuries**
- **Army Motor Vehicles**
- **Privately Owned Vehicles**
- **Combat Vehicles**

. Four types of accidents account for about 95% of the total number of Army ground accidents each year.



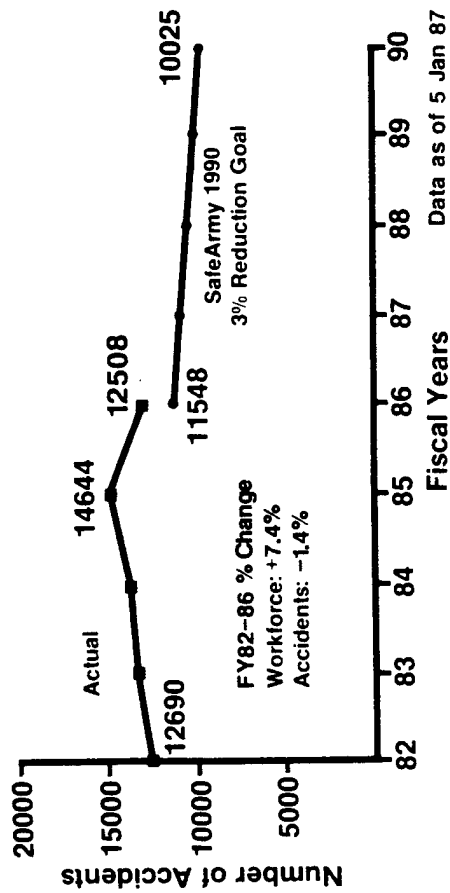
### **Improvement Over FY85**

- . 15% reduction in personnel injuries
- . 6% reduction in Army motor vehicle accidents
- . 10% reduction in private motor vehicle accidents
- . 1% reduction in combat vehicle accidents

. Reductions in all four categories in FY 86.

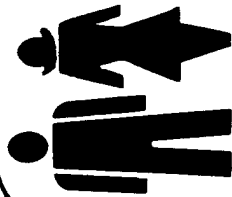
. Brief gains in each of these categories separately.

## Armywide Personnel Injury Accidents



- Needed 21% reduction in personnel injury accidents to meet SA 90 goal.
- Reduced accidents by 15%, reversing 4-year upward trend in this, our largest single category of accidents.

**NOTE:** Largest gains were made in reducing injuries in maintenance, service, and repair and materials handling activities, the two activities accounting for the largest number of personnel injuries.



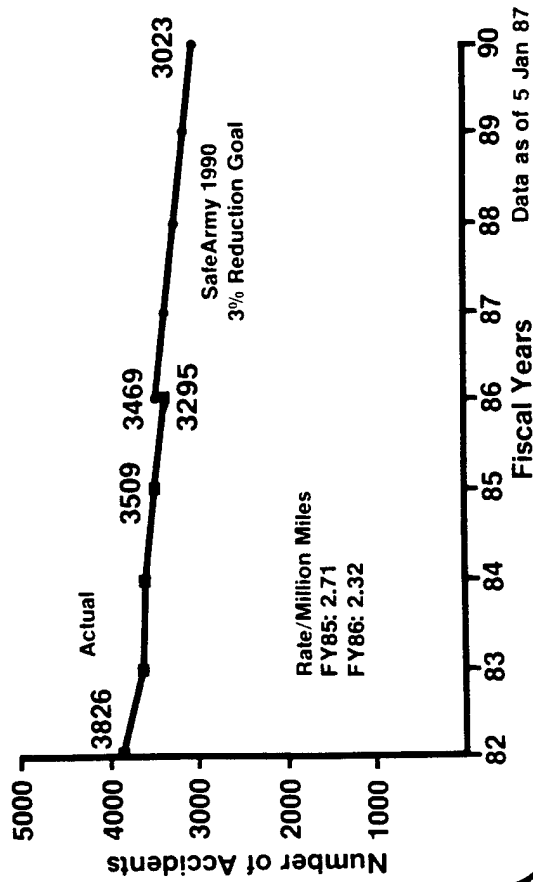
## Improvement Over FY85

- 15% reduction in accidents
- 15% fewer fatalities
- 32% reduction in disabling injuries
- 14% reduction in lost work days
- \$6.6 million reduction in injury cost

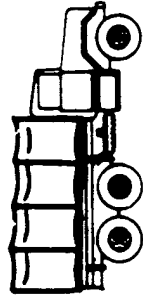
- Payoff from reduction of personnel injury accidents is shown here.



## Armywide Army Motor Vehicle Accidents



- . Goal called for reduction of about 1% in Army motor vehicle accidents.
- . AMV accidents were reduced by 6%.

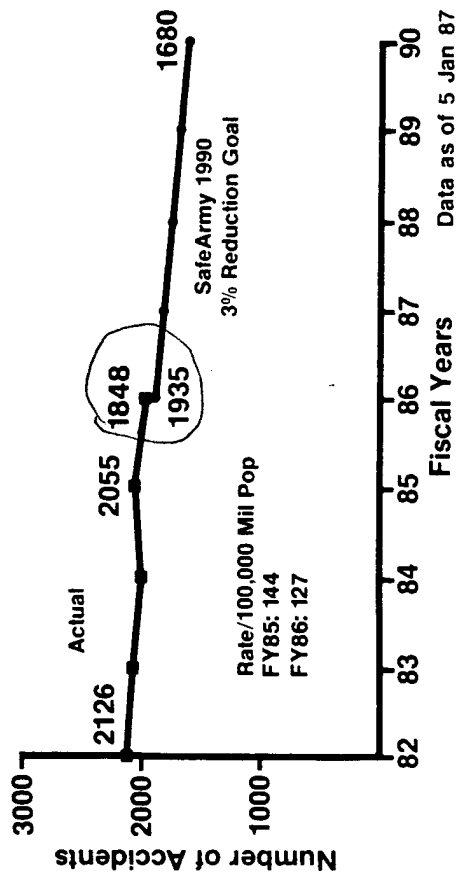


## Improvement Over FY85

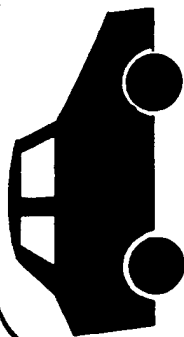
- . 6% reduction in accidents
- . 2.32 accident rate for FY 86 compared to 2.71 for FY 85
- . \$592,000 reduction in property damage cost

- . 6% reduction in accidents produced corresponding reduction in accident rate and property damage cost.
- . Lowest AMV accident rate in \_\_ years.

## Armywide Privately Owned Vehicle Accidents



- Goal called for 6% reduction in private motor vehicle accidents.
- Achieved 10% reduction.
- Number of private motor vehicle accidents in 86 was lowest number since FY 80.

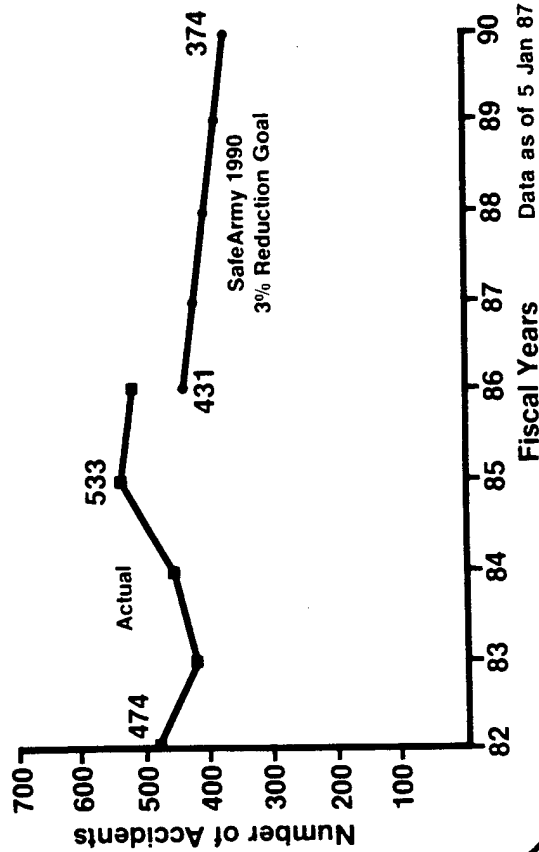


## Improvement Over FY85

- 10% reduction in accidents
- 10 fewer fatalities
- 20% reduction in alcohol related accidents
- Increased seatbelt usage

- Accident records which report seatbelt usage indicate usage is up.
- AR 385-55 requiring use of seatbelts is at the printer.
- Summer is normally peak period for accidents. Achieved 28% reduction in accidents during the 101 days of summer in FY 86 over 85.

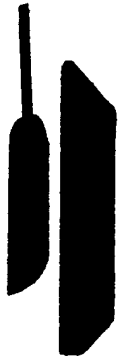
## Armywide Combat Vehicle Accidents



. Goal called for 19% reduction in combat vehicle accidents.

. While goal was not met, combat vehicle accidents were reduced by 5%, reversing upward trend which began in fiscal 83.

. At mid year, it appeared upward trend which began in 83 would continue.



## Improvement Over FY85

- . 5% reduction in accidents
- . 4 fewer fatalities
- . \$4.5 million reduction in accident costs

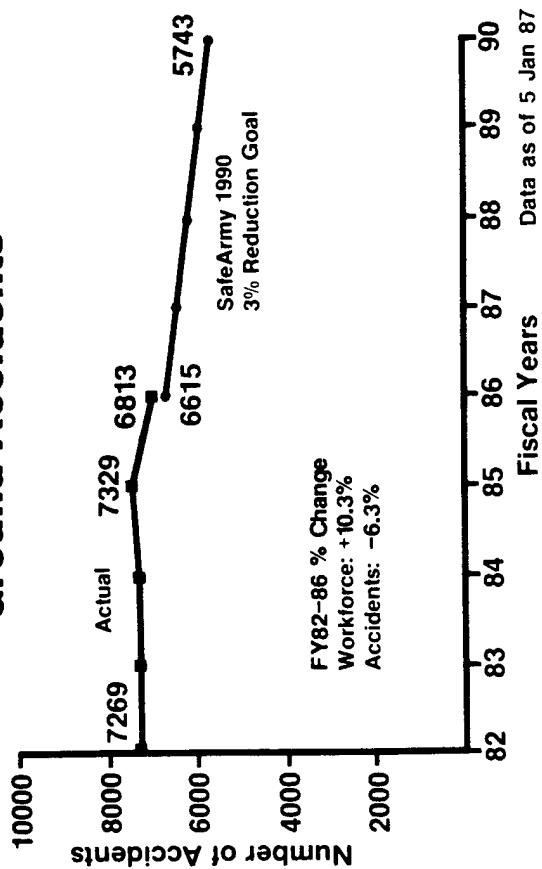
. Of the \$4.5 million decrease in cost, \$4 million was the result of safety gains in M1 tank operations in 86 over 85.

**Selected MACOM  
Safety Performance  
Measured Against  
3% Ground Accident  
Reduction Goal**



: Five MACOMs account for about 85% of total Army accidents each year. The safety performance of each of these MACOMs is critical to meeting total Army goals.

## FORSCOM Ground Accidents



## Improvement Over FY85

- . 7% reduction in accidents
- 10% reduction in personnel injuries
- 13% reduction in Army motor vehicle accidents
- 7% reduction in private motor vehicle accidents
- 2% reduction in combat vehicle accidents

. FORSCOM narrowly missed their 86 reduction goal.

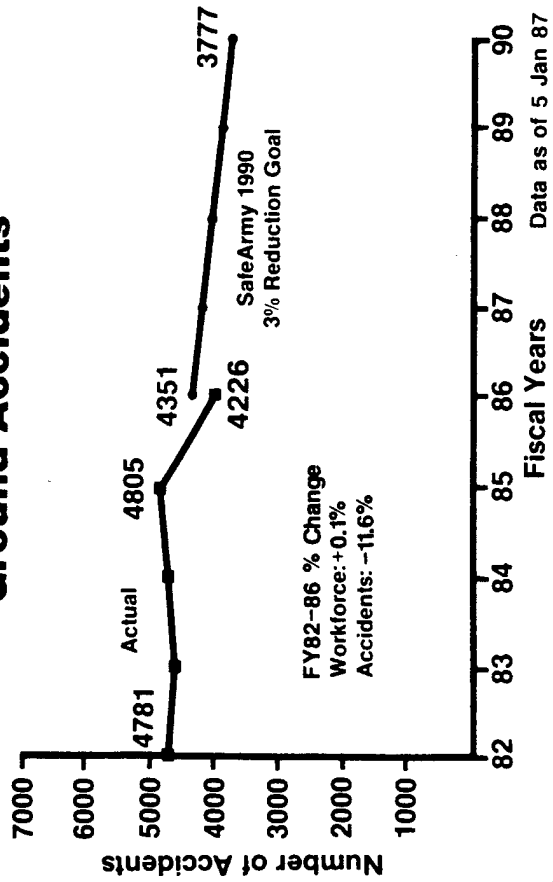
. Needed 10% reduction; got a 7% reduction.

. FORSCOM had reductions in each of the 4 major categories.

. Excluding the 248 fatalities in the Gander accident, FORSCOM had 29 fewer fatalities and a 2% reduction in disabling injuries in 86 over 85.

. 6% reduction in lost workdays.

## USAREUR Ground Accidents



## Improvement Over FY85

- 12% reduction in accidents
- 14% reduction in personnel injuries
- 3% reduction in Army motor vehicle accidents
- 6% reduction in private motor vehicle accidents
- 30% reduction in combat vehicle accidents

• USAREUR did better than their 9% reduction goal.

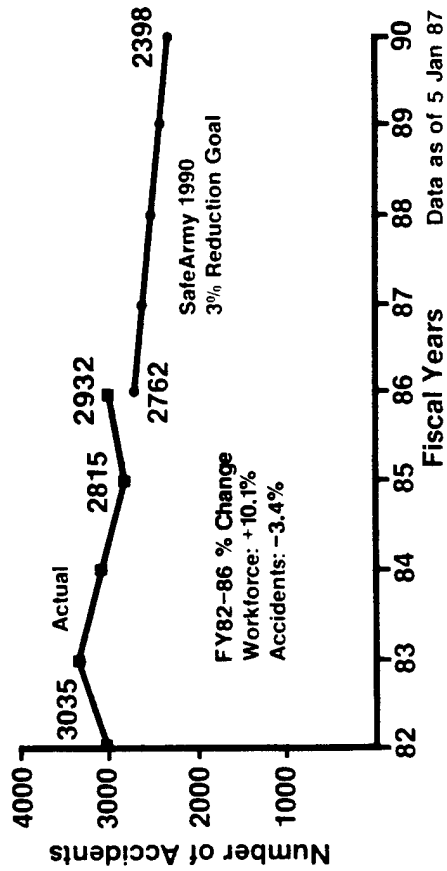
• Reduced accidents by 12%.

• Improvement in all major accident categories. Particularly noteworthy is USAREUR's success in reducing combat vehicle accidents.

• 37% reduction in disabling injuries in 86 over 85 (increase of 8 fatalities).

• 16% reduction in lost workdays.

## ARNG Ground Accidents



. Guard did not meet 86 reduction goal, which called for a 2% reduction in ground accidents.

. Guard had 4% increase in 86 over 85.

## Worse Than FY85

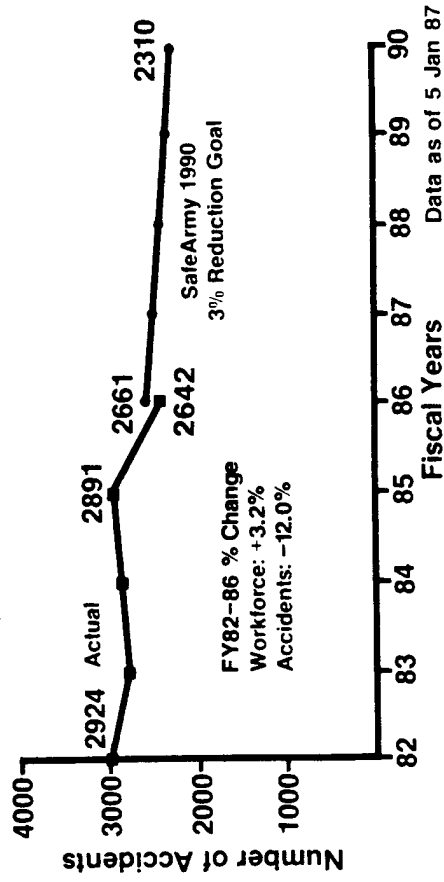
- . 4% increase in accidents
- 7% increase in Army motor vehicle accidents
- 37% increase in private motor vehicle accidents
- 35% increase in combat vehicle accidents

. Guard had increases in 3 major categories of accidents.

. Only MACOM whose overall accident record was worse in 86 than 85.

NOTE: Increase of 9 (39%) in fatalities.  
Increase of 7 (58%) in disabling injuries.

## TRADOC Ground Accidents



## Improvement Over FY85

- . 0% reduction in accidents
- 22% reduction in personnel injuries
- 26% reduction in Army motor vehicle accidents
- 12% reduction in private motor vehicle accidents

. TRADOC did better than their ground accident reduction goal.

. Needed 8% reduction; achieved 9% reduction.

. TRADOC made sizeable reductions in 3 key areas.

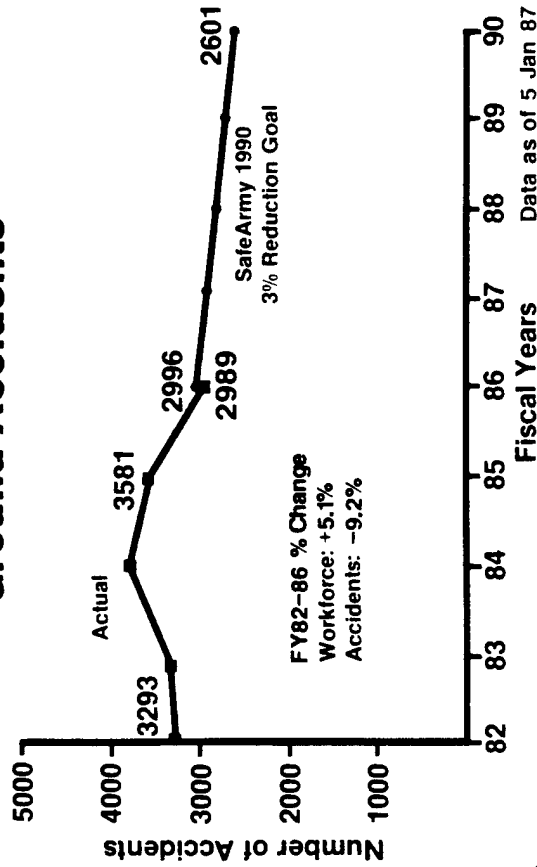
. 17 fewer fatalities.

. 38% reduction in disabling injuries.

. 24% reduction in lost workdays.



## AMC Ground Accidents



## Improvement Over FY85

- . 17% reduction in accidents
- 19% reduction in personnel injuries
- 23% reduction in Army motor vehicle accidents
- 45% reduction in private motor vehicle accidents
- 9% reduction in civilian injury claims

. AMC met goal.

. Significant achievement considering goal called for 16% reduction, largest percentage of all the MACOMs.

- . AMC's reductions are impressive, particularly in private motor vehicle accidents and civilian injuries.
- . 3 fewer fatalities.
- . 25% reduction in lost workdays.

## **FY86 Safety Progress Report**

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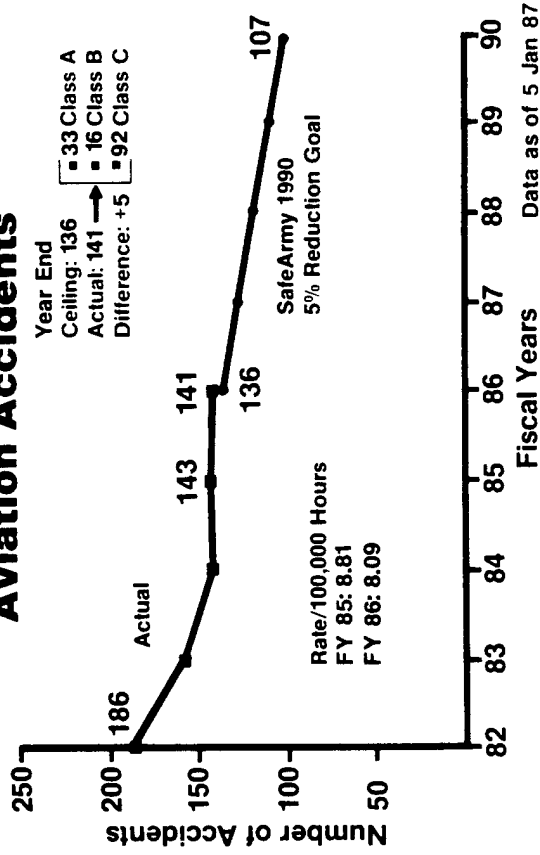
- Ground Accidents
- ▶ • Aviation Accidents
- Civilian Injury Claims
- Summary

# **Safest Year**

## **In History of Army Aviation**

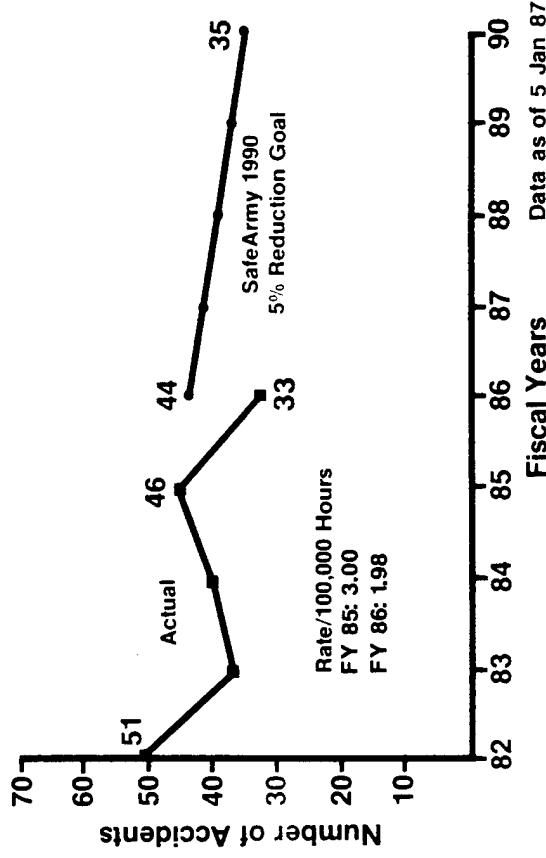


## Armywide Aviation Accidents



- Goal called for reduction of 7 Class A-C accidents.
- Ended year 5 accidents above goal.
- Due primarily to increase in Class C accidents in 86 over 85.
- With rising cost of equipment, it has become increasingly more difficult to reduce Class C accidents.
- Class C threshold is \$10,000. A relatively minor Black Hawk blade strike results in Class C damage cost of \$10,000 or more.
- While goal was missed by 5, rate improved because we flew 118,000 hours more in 86 than 85.

## Armywide Class A Aviation Flight Accidents



- Real progress was made in reducing most severe accidents--the Class As.
- Looking only at Class A accidents, 11 accidents below the ceiling and 13 accidents below FY 85.
- Reduction in Class A accidents produced \$11 million savings.

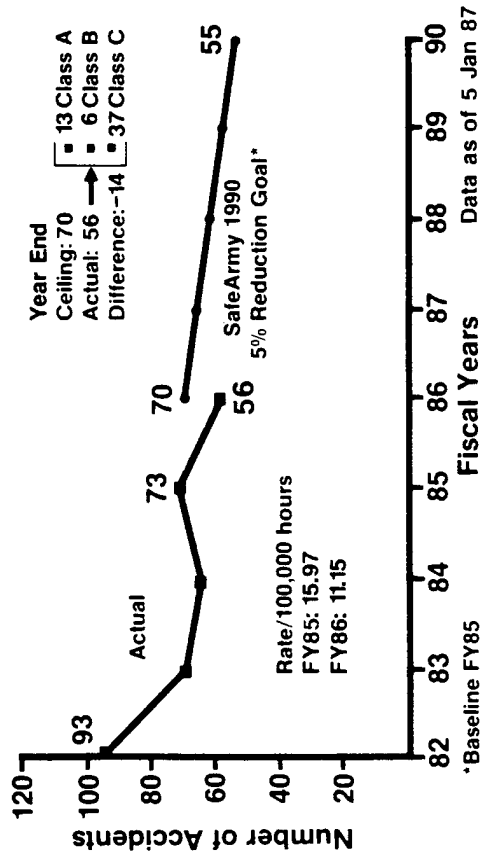
**Selected MACOM  
Safety Performance  
Measured Against  
5% Aviation Accident  
Reduction Goal**



. While five MACOMs account for about 85% of the total number of Class A-C aviation accidents each year, the success or failure of FORSCOM in meeting accident reduction goals is critical to the Army record in this area.

. I will brief each MACOM separately.

## FORSCOM Aviation Accidents



## Improvement Over FY85



- 23% reduction in Class A-C accidents
- 46% reduction in Class A accidents
- 2.64 Class A rate in FY 86 compared to 4.31 in FY 85
- \$17.4 million reduction in accident cost

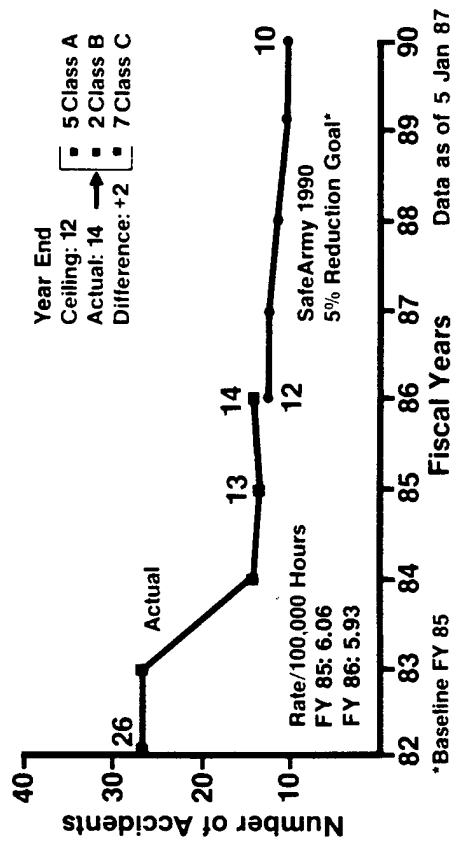
• FORSCOM goal called for reduction of 3 accidents.

• Accidents reduced by 14, while flying 61,000 more hours.

• Reduced overall A-C accidents by almost one-third and Class As by almost half.

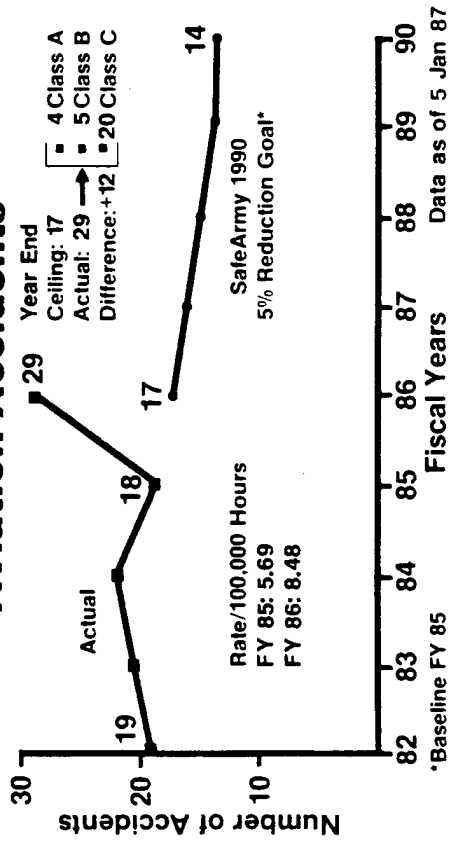
• FY 86 Class A rate is lowest Class A rate in 7 years for FORSCOM.

## USAREUR Aviation Accidents



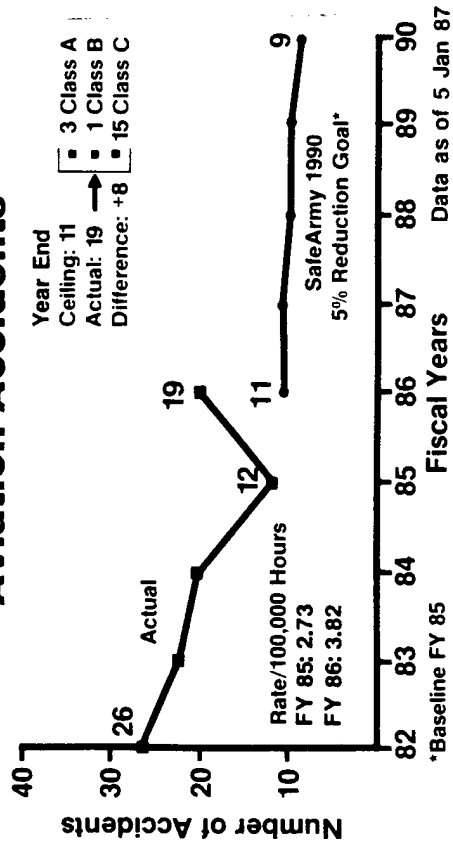
• USAREUR was 2 accidents above accident reduction goal.

# **ARNG Aviation Accidents**



. Guard finished year 12 accidents above goal.

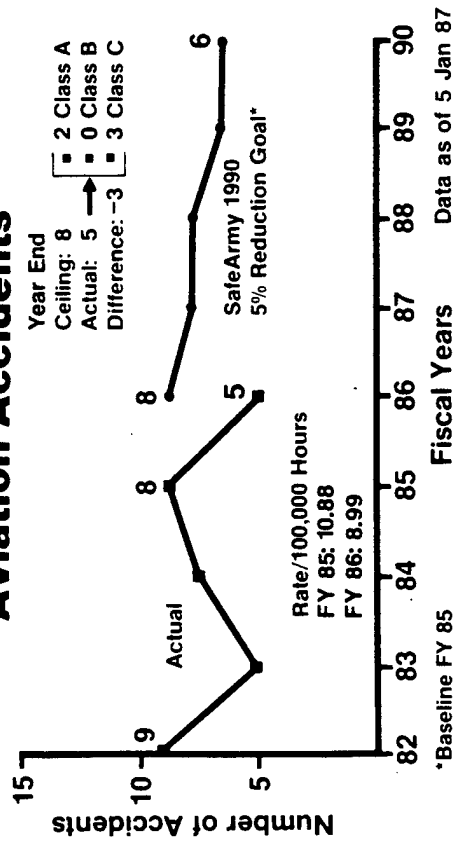
## TRADOC Aviation Accidents



. TRADOC was 8 accidents above their ceiling.



## 8th Army Aviation Accidents



. 8th Army was 3 accidents below ceiling.

## Improvement Over FY85

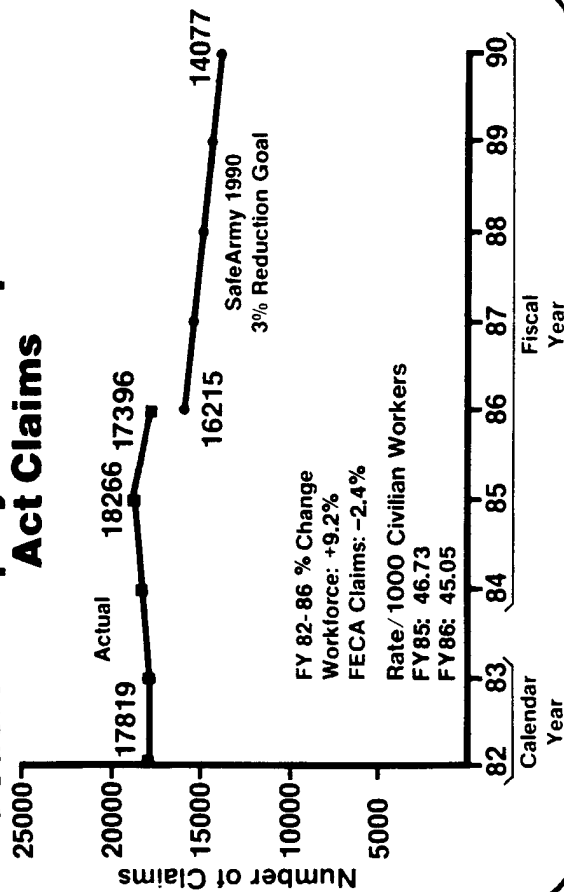
- . Reduction of 3 Class A-C accidents
- . 3.60 Class A rate in FY 86 compared to 3.63 in FY 85
- . \$3 million reduction in accident cost

## **FY86 Safety Progress Report**

- Ground Accidents
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- Summary



## Armywide Federal Employees' Compensation Act Claims



- Goal called for 11% reduction in civilian injury claims.
- Achieved 5% reduction.

## Improvement Over FY85

- 5% reduction in claims
- 870 fewer claims
- First progress since Presidential goals established
- Command involvement
- Better claims management

- First progress in 10 years.
- If we achieve 7% reduction in 87, will be in good position to meet 88 goal; will require only 4-5% reduction to be on target.

## **FY86 Safety Progress Report**

- **Ground Accidents**
- **Aviation Accidents**
- **Civilian Injury Claims**
- ▶ • **Summary**

. In summary, I will recap Armywide safety gains for fiscal 86.

## Safety Progress Summary

| Armywide                | FY 85   | FY 86   | % Change |
|-------------------------|---------|---------|----------|
| Total Accidents         | 26,409  | 23,758  | -10.7    |
| Class A Accidents       | 484     | 458     | - 5.4    |
| Fatalities              | 448     | 428*    | - 4.5    |
| Disabling Injuries      | 246     | 205     | -16.7    |
| Number of Lost Workdays | 254,249 | 226,002 | -11.1    |
| Property Damage Cost    | 126.1M  | 112.5M  | -10.8    |
| Injury Cost             | 159.4M  | 159.8M  | + 0.2    |
| Total Accident Cost     | 285.5M  | 272.3M  | - 8.2    |

\*Excludes 248 fatalities in Gander accident

. During FY 86, the first year of SA 90, measurable gains were made in every key area of accident prevention, with the exception of a slight increase in injury costs.

. This slight rise in injury costs was the result of a special effort by the Department of Labor to pay off old cases. They cleared twice as many cases in FY 86 as usual.

. FY 86 safety gains are a positive indication that MACOMs have intensified their efforts in meeting SA 90 goals.

. The key ingredient in our safety success has been increased command involvement as a direct result of your leadership and that of General Thurman in implementing this plan as the primary strategy of a revitalized Army Safety Program.